

The Young Hong Kong Daily Press.

No. 9347 級七百四十三九第

廿六初月一十年三十號光

HONGKONG, TUESDAY, DECEMBER 20TH, 1887.

二年禮

號十二月二十英港香

PRICE \$2 PER MONTH

NOTICE OF FIRM.

NEW ADVERTISEMENTS.

THEATRE ROYAL, CITY HALL.

THE 5TH LILY MINSTRELS WILL HOLD THEIR FIRST ANNIVERSARY ON THURSDAY, the 22nd December, 1887.

Under the Distinguished Patronage of His EXCELLENCY THE GOVERNOR; H. E. MAJOR-GENERAL CAMERON, C.B., Commanding Troops in China and Straits Settlements; COLONEL ANDERSON & OFFICERS 8TH REGIMENT.

A Special and Select Entertainment will be produced on this occasion.

PART I. Will consist of an Entertainment given by Mr. JONES'S GARDEN PARTY, where the usual Minstrel Ring will be formed.

PART II. Will consist of a Grand Selection of Varieties including the latest arrivals.

The Bands of England are—“OH THE JUBILEE,” AND “THE GOLDEN WEDDING,” which will be produced on this occasion.

PRICES OF ADMISSION.

Dress Circle.....\$1.00

Front Seats.....50

Back Seats.....20.

Tickets can be obtained for the Dress Circle at KELLY & WALSH'S, others at the Door.

Doors Open at 8.30, to commence at 9 P.M. Sharp.

Stage Manager—Mr. F. HUTCHINS.

Business Manager—Mr. H. FRANCIS.

Hon. Treasurer—Lieut. E. O. SMITH.

Hongkong, 22nd December, 1887.

GOVERNMENT NOTIFICATION.

TENDER will be received at this Office up till Noon of TUESDAY, the 20th inst., for the sole privilege of SLAUGHTERING CATTLE within the Colony for 12 months, commencing on the 1st January, 1888.

For further particulars apply at this Office.

By Command,

FREDERICK STEWART, Colonial Secretary.

Hongkong, 14th December, 1887.

[2424]

GOVERNMENT NOTIFICATION.

TENDER will be received at this Office up till Noon of TUESDAY, the 20th inst., for the sole privilege of forming the different lots of QUARRIES (separately or collectively) which form the GOVERNMENT QUARRYING MONOPOLY, for the year 1888.

Form of Tender and further particulars may be obtained at this Office.

By Command,

FREDERICK STEWART, Colonial Secretary.

Hongkong, 14th December, 1887.

[2425]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 17th to the 31st instant, both days inclusive.

THURSDAY, F. W. CROSS, Manager.

Hongkong, 17th December, 1887.

[2426]

THE DAILY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS.

will be held at the Company's Office, No. 5 Stanley Street, Victoria, Hongkong, on FRIDAY, the 30th day of December, 1887, at NOON, for the purpose of receiving a Statement of Accounts, the Report of the Directors, and for the election of Auditors and retiring Directors.

The TRANSFER BOOKS of the Company are CLOSED until after the Meeting.

By Order,

E. W. MAITLAND, Secretary.

Hongkong, 16th December, 1887.

[2426]

DOMINION ORGAN & PIANO CO.

Manufacturers of Cabinet, Combination, Chapel and Pedal ORGANS,

and Square and Upright PIANOS;

Council Chamber, Hongkong, 19th December, 1887.

[2476]

PUBLIC AUCTION.

THE Undersigned has received instructions

from H. N. NAVAL STOREKEEPER, to Sell by Public Auction,

FRIDAY, the 22nd December, 1887, at NOON, at H. M. NAVAL YARD,

SUNDAY NAVAL AND VICTUALLING CONDEMNED STORES.

Comprising—

OLD IRON, PAPER STUFF, HOSES, SPLIT PEAS, FLOUR, BISCUITS, and IMPLEMENTS.

&c., &c., &c.

TERMS OF SALE—As Customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 11th May, 1887.

[2476]

RE CLAUDE CHAMBERLAIN, Deceased.

COUNCIL CHAMBER, Hongkong, 19th December, 1887.

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Hongkong, 20th December, 1887.

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CHRISTMAS, 1887.

THE HONGKONG HOTEL is now prepared to Supply

GAME PIES, MINCE PIES, CAKES, &c.

C. M. ROBERTS, Manager.

Hongkong, 20th December, 1887.

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INTIMATIONS.

A. S. WATSON & CO., LIMITED.
CHRISTMAS CONFECTIONERY.
JUST RECEIVED.
CRYSTALLIZED FRUITS, CHOCO-
LATE CREAMS, BURNT ALMONDS,
AND SUNDRY SWEETS.
ALSO,
ROSE WATER & OTHER CRACKERS
IN GREAT VARIETY.
NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS,
INCLUDING SOME
CHROMOS OF SWISS AND HOME
SCENERY.
SUITABLE FOR FRAMING,
NEW ILLUSTRATED PHOTOGRAPHIC
ALBUMS.
A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 13th December, 1887.

NOTICE TO CORRESPONDENTS.
Communications on editorial matters should be addressed "The Editor," and those on "The Writer," and not to individuals by name.
Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
Advertisements and Subscriptions which are not ordered for a fixed period will be confined until countermanded.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.
After 11 a.m. the supply is limited.
TELEPHONE No. 12.

BIRTHS.

At Yokohama, on the 11th December, the wife of J. D. HUTCHINS, of a son.
At 7, Chino Road, on the 14th December, the wife of TAKESHI MINAMI, Consul of Japan, of a son. [2423]

MARRIAGES.

At Trinity Cathedral, Shanghai, the 13th Decem-
ber, by the Rev. H. C. Hodges, M.A., Romar
Lindner, Miss, daughter of Dr. F. O. Ulrich, her
husband.

On the 16th December, at St. John's Cathedra-
lal, by the Rev. W. Jennings, V. H. DEACON, son of the
Rev. Mr. Deacon, M.A., Vicar of Leeds, Shropshire,
to Eliza, daughter of the late Justice Watson, of London.

DEATHS.

At Shanghai, on the 13th December, Anna Mary,
the beloved wife of Christian Schaeppelmann, aged 23 years.

On the 15th December, at Myrtle Hill, Kowloon,
Hongkong, aged 11 months, only son of Mr. and Mrs. H. E. Denison. [2440]

The Daily Press.

HONGKONG, DECEMBER 20TH, 1887.

The Chinese as "people are, it will be generally admitted, far more temperate in the use of alcoholic liquors than are Western races. It is, however, a mistake to imagine that they never get intoxicated. The fact of a Chinaman being occasionally found drunk in the Police Courts sufficiently proves the contrary, but these cases are rare, and rarer still is it to hear of a Chinaman woman being charged with this offence. In a paper on the "Drinking Habits of Chinese Christians" contributed to the *Chinese Recorder* for December, Dr. Kizza gives some interesting statistics concerning the production and consumption of alcoholic stimulants in China. The fermenting of grains and spirits has been known in the Central Kingdom from remote ages. Dr. EDKINS says that the Chinese first began to distil spirits in the Tang dynasty, A.D. 620-907; and during the Yuen dynasty in the thirteenth and fourteenth centuries they learned to distil on a large scale. Dr. Kizza tells us that the alcoholic liquors of the Chinese are distilled from rice and other grains, and from fruits. "The distilleries are not on a large scale as in Western countries, but are numerous. The stills used is of the simplest character. It is estimated that there are two hundred in Canton, each one producing on an average three hundred catties, or about 50 gallons of liquor, per day, equal to 240,000 gallons per month, or 2,880,000 gallons per year, in a single city. These distilleries are mostly in connection with rice shops, and are found all over the country. The liquors are of various kinds and qualities, differing in strength, flavour, and cost, and some brands are in demand in places distant from where they are manufactured. There are no statistics to be had as to the amount made and consumed, but the estimate above given shows that it is immense, and considering the population, if we allow but a small quantity to each person, it will be within the bounds of truth to say that millions of gallons are daily produced and consumed. Chinese liquors are comparatively cheap, but the aggregate cost of the amount consumed in one year counts up to millions of dollars. Liquors kept for sale in rice shops and are sold in large or small quantities. The saloons and public houses of western countries are not generally found in China, but the agents of Bible Societies, who travel extensively, state that they have seen them in many places. There is no restriction by law on the sale of spirituous liquors, and the traffic in them is as free as in any other article."

Sanshu, or rice spirit, is consumed by nearly all classes of the Chinese with their meals, and it is most common at night and in the winter. As Dr. Kizza remarks, to this cause is chiefly due the fact that drunkenness is so seldom seen in public in China. But while the doctor admits that there is much less misery and crime resulting from intemperance in the Celestial Empire than in some more highly favoured countries he nevertheless regards the drinking habits of the people as a serious evil and productive of more mischief than is generally supposed. No doubt, but Dr. Kizza is a fervent advocate of total abstinence, and he certainly does not take the brightest side of the question. In his eyes, alcohol is an evil only one degree less insidious and dangerous than he considers opium. The drink question, in the opinion of laymen, scarcely exists in China, at all events as a source of crime, as an aid of pauperism, or as an inciting cause of insanity. It is quite possible that constant and secret indulgence in sumshu impairs the constitution and is responsible for much consumption and other cognate diseases, but it is rarely the incentive to crime, seditious or otherwise. Whether increasing intercourse with the people of the Western world will tend to breed a love of ardent drinks among the Chinese has yet

to be demonstrated; there is, at present, no sufficient data on which to form an opinion. As a general rule Chinese servants do not seem to acquire a taste for their masters' beverages. Some do, it is true, drink whatever beer, wine, or spirits they can lay hands on, but the majority prefer their own evil smelling but mild rice spirit. Isolated instances have come to our knowledge of Chinese succumbing to a taste for brandy, and it was, we think, Dr. Dugazon who recorded the case of a young mandarin in Peking who constantly got drunk on champagne. To a limited extent malt liquors are consumed by the well-to-do Chinese in Hongkong, but sherry and brandy find most favour with them. Perhaps the best proof that the vice of drunkenness does not take any strong hold on the Chinese is to be found in the fact that they do not often fall into drinking habits when in foreign countries, where the temptation is more frequently before them. One vice of the kind is more than sufficient, and it is well that the Chinese do not, like some other races, add that of intemperance to their own special sin of opium smoking.

The Agents (Messrs. David Gason, Sons and Co.) inform us that the steamer *Ariadne*, 400 tons, from Calcutta, left Singapore on Sunday for this port.

The return of the *Curzon* of the City Hall ship shows that 153 Europeans and 1,781 Chinese visited that institution during the week ended the 18th inst.

The Ocean Steamship Company's steamer *Prometheus*, from Liverpool and Singapore, arrived here yesterday afternoon, and having sickness on board went into the quarantine ground.

A letter from Japan to the New York Times, Adm. Chaplin denies that there has ever been any feud between him and Captain Solbridge, and says the latter was never suspended, and his return, residing at No. 14, Jardine's Bazaar, was convicted on the information of Inspector Hennessy, of keeping an agency store for the sale of lottery tickets, and was fined \$75 with the alternative of two months' imprisonment with hard labour.

Says the *Japan Mail*.—The people of Tokyo have developed a curious taste. They have taken to eating horse-flesh, of all things in the world. Rumours to the effect that some such fashions threatened to come in were very prevalent, but were exploded by the arrival of the murderer of the late Governor and a return of the prisoners who had been taken by the natives, and of the property removed from the fort. The conditions were complied with, and the chief was received by the Governor in the fort. Mr. Dona's house, that being the only building standing sufficient to accommodate the members of the Comercio association, was given to him. Mr. Raud, an American missionary, for having contributed to the peaceful solution of the affair by exercising his great influence on the Emperor.

Mr. Raud's direction exceeded twenty-four hours, and the number of secondary schools increased to 35 pupils. Mr. Raud's direction exceeded twenty-four hours, and the number of secondary schools increased to 35 pupils.

The American banker Henry S. Sandford was dianstressed in a typhoon which blew on the 22nd December, and was unable to make his passage to the Philippines, and was towed into port by the Spanish steamer *Romana*. In the same typhoon the Spanish barque *Cedador*, *Clementina*, and *Alerta*, and a number of lorcas were lost. Cebu was flooded to the depth of about one metre.

The following are the officers of *Fochow* London, No. 1012, for 1888.—W. M. Wor. Bro. G. L. Gros, Treasurer, Wor. Bro. W. H. Wood, Secretary, Wor. Bro. J. W. Tiley; S.D. Bro. F. G. Becke; J. D. Bro. N. S. Zarrelli; Organist, F. T. Richards; Director of Ceremonies, Bro. J. W. Underwood; L.G., Bro. J. Phillips; Tyler, Bro. O. C. Bailey.

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Hongkong and Whampoa Dock Company's Shares—\$10 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$10 per cent. premium, sellers.
Int. China Steam Navigation Co.'s Shares—10 per cent. discount.
China and Manila Steamship Company, Limited—\$10 per cent. discount, nominal.
Dongai Steamship Company, Limited—\$18 per share.
Hongkong Gas Company's Shares—\$125 per share.
Hongkong Hotel Company's Shares—\$195 per share.
China Sugar Refining Company, Limited—\$182 per share, sellers.
Luzon Sugar Refining Company, Limited—\$55 per share, nominal.
Ungang & Co.'s Company's Shares—\$55 per share.
Hongkong and China Bakery Company, Limited—\$10 per share.
Perak Tin Miners and Smelting Company—\$172 per share, sellers.
Punong and Sunglin Da Samantaa Mining Company, Limited—\$18 per share, sellers.
Perak Sugar Cultivation Company—\$18 per share.
Hongkong Rope Manufacturing Company, Limited—\$4 per share.
Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount, nominal.
A. S. Watson & Co., Limited—65 per cent. premium.
Hongkong and Kowloon Wharf and Godown Co., Limited—34 per cent. premium, sellers.
Singapore Insurance Company, Limited—\$18 per share.
Chinese Imperial Loan of 1884 B—74 per cent. premium, nominal.
Chinese Imperial Loan of 1884 C—83 per cent. premium, nominal.
Chinese Imperial Loan, 1886 E—9 per cent. premium, nominal.

HONGKONG TEMPERATURE.

FROM NASSAU & CO'S EXCHANGES, December 19th.
Barometer—10.01
Barometer—10.01
Barometer—10.01
Barometer—10.01
Thermometer—10.01
Thermometer—10.01
Thermometer—10.01 (Wet bulb)
Thermometer—10.01 (Wet bulb)
Thermometer—10.01 (Wet bulb)
Thermometer—10.01 (Wet bulb)

Barometer—10.01 (Wet bulb)

NOTICE TO CONSIGNEE.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNORS.

S. S. "DENNIGHOUSE" FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNERS of cargo are hereby informed that all Bills will be accepted with the exception of Opium, and being loaded at risk, into the Godowns of the Kowloon Wharf or Godown Company Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 2nd inst. are subject to re-charge.

All claims against the steamer will be presented to the underwriters on or before the 22nd instant, or they will not be recognized.

Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 16th December, 1887. [237]

INSURANCES.

THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIFTH.

A.D. 1720.

The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurance as follows:

MARINE DEPARTMENT.

Policies at current rates payable either here, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, 26th July, 1872. [13]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1863.

The Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & CO.

Hongkong, January, 1882. [198]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

The Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & CO., Agents.

Hongkong, 18th January, 1882. [117]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
CAPITAL TWO MILLION DOLLARS.
PAID-UP CAPITAL \$ 400,000.
TOTAL ASSETS 1,280,000.
CLAIMS PAID EXCEED 53,000.
RISKS accepted at CURRENT RATES OF PREMIUM.

JAS. B. COUGHTRE, General Manager.

Hongkong, 1st September, 1887. [172]

THE MAN OF INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HO-KONG.
CAPITAL (SUBSCRIBED), \$1,000,000.BOARD OF DIRECTORS:
IUM SIN SANG, Esq.
HAN HOI CHOW, Esq.
CHAN LI CHOW, Esq.
Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES ON MARITIME RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOOL LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1882. [172]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

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SIEMSEN & CO., Agents.

Hongkong, 10th November, 1872. [14]

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, 16th July, 1887. [60]

PHOTOGRAPHY.

H. UENO, JAPANESE PHOTOGRAPHER, well known in Nagasaki, will OPEN A STUDIO, on THURSDAY, the 1st December, 1887.

TOP OF ICE HOUSE, Queen's Road, Hongkong, 25th November, 1887. [229]

A SHING.

A PHOTOGRAFHER, No. 8, QUEEN'S ROAD, Opposite the TELEGRAPH OFFICE, HONGKONG.

Hongkong, 2nd July, 1887. [125]

THE UNDERSIGNED have been appointed Agents for the Sale of their Goods in Hongkong and China, by Messrs. J. & R. T. TEXON, Glasgow, and Nosses, DAVID CORSAK & Sons, Arbroath.

ARNHOLD, KARBERG & CO.

Hongkong, January, 1887. [21]

SQUARE BOTTLE WHISKY NAPER JOHNSON'S BLEND, Superb Quality.

CUTLER, PALMER & CO.'S SELECTION.

LANE CRAWFORD & CO., Hongkong.

1884

YEE KWONG & CO., Coal Merchants, have also come here.

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address: Caro of Messrs. KWONG SUK & CO., NO. 6, PRAYA.

NO MORE TOOTHACHE use the DENTIFRICE Elixir, POWDER and PASTE of the R. F. F. BENEDICTIONES of the ABBAY of SOULAC (Gironde, France).

DOM MAGUELOUNE, Price 2 Gold MEDALS: Brussels 1880—London 1884.

THE HIRSH LEWARDS.

Invented in the year 1873 by the Prior Pierre BOUSQUET.

The daily use of a few drops of the DENTIFRICE Elixir, in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and strengthened.

It is a real service rendered to our readers to print to them this old and useful preparation, the most CAVATIVE and the ONLY PRESERVATIVE from all DENTAL DISORDERS.

Established 1807.

General Agent, SODIN, 3 Rue Eugene, 3, Bordeaux.

Depots in HONGKONG.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

Sold by all Chemists, Perfumers, Hairdressers, &c.

1884

EPILEPSY, Hysteria, Convulsions and all Nervous Diseases are radically cured by the use of LAROYENNE'S anti-nerve solution.

Chemist of the Paris Academy of Medicine.

This Mode of TREATMENT was experienced by Dr. FREY, at the central hospital (Hotel Dieu) in his medical department; by Dr. FAUVEL; at Dr. BLANCHE's private hospital member of the Academy and by Dr. RABINOVITCH, member of both the Academy of Paris and of the Institute.

These eminent Doctors have ascertained of the constant and periodical increase of the fits which are soon after radically cured.

This Preparation is combined with Sal Ammonia and Oxide of Thyle.

Price of a Bottle for Franco, 20 fr.

The Treatment is never to be continued after three or six weeks at the utmost, and 4 Bottles are sufficient.

General Depot: at LAROYENNE'S, Place REROUX, CHERMONT-FERRAND (France) and at all Chemists.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CLUB CHAMBERS, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.

Subscription, £30 per Annum.

Electric Bell fitted and maintained.

Agents for Electric Lighting.

Estimates free for all kinds of Electrical work.

HAROLD DOWSON, Agent.

Hongkong, 26th August, 1887. [162]

VESSELS ADVERTISED AS LOADING.

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A.D. 1720.

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General Agent, SODIN, 3 Rue Eugene, 3, Bordeaux.

Depots in HONGKONG.

A. S. WATSON &

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, TUESDAY, DECEMBER 20TH, 1887.

THE STORY OF THE "LORNE."

The circumstances attending the loss of the British steamer *Lorne* are somewhat exceptional. This latest story of the sea has at once its dramatic and its pathetic. There was a melancholy loss of life which might have been prevented; there was a display of gross selfishness on the part of the Malay crew and of generous consideration on the part of the Chinese who surrounded the nearly abandoned survivor. The story of the disaster is briefly as follows. The *Lorne* left Saigon on the 29th November with a cargo of rice for Hongkong. All went well up to midnight of the 4th December, when without a moment's warning she suddenly struck on an unknown sunken rock, holed at that time off the east coast of Hainan some forty or fifty miles from shore. The night was clear and bright, the weather fairly fine. The ship immediately began to fill, and before the boat could be got out she was settling down into deep water. One boat which was lowered capsized and four Chinese were drowned. This accident, combined with the settling of the vessel, seems to have struck with panic the Chinese passengers and the Malay crew. A rush to the other boats followed, the Malays and Chinese crowding them, and one pushed off from the sinking ship and would seem to have got out of reach as fast as the occupants could make it go. The other was being pushed off, but a coloured quartermaster held on by the davit-tackles until the second officer got in. The captain, the rest of the officers, a European passenger, and some few Chinese were left on board the doomed vessel. They blew the whistle and rang the bells in vain appeal to the boats to come back; vainly, too, did Mr. Newwood, the second officer, urge the Malays in his boat to pull back to the ship, either they could not or they would not. Mounting the *Lorne* sank beneath the wave, and those on board were left hanging to broken boat waiting for the assistance that never came. One by one they dropped off, worn out by fatigue, cold, and saturation, until only the third officer and second and third engineers appear to have been left alive. Mr. Nethersole, the third engineer, then swam off to another boat which was in a better condition, in the belief the others were following him, but either they did not equal the effort or perished in making the attempt. In any case they did not join him, and he saw them no more, the high seas effectively hiding them from his view if they were still clinging to the broken boat. There is a slender chance that these wights may have been picked up by one of the numerous junks that Mr. Nethersole noted in the vicinity, but it is only a chance.

Unfortunately, however, it is not every junk master displays the spirit of the Samaritan-like worthy fellow who so kindly saved and tended the nearly exhausted survivor, whose pitiful narrative we published in Saturday's issue. No persons could have shown greater or truer charity and kindness of heart than was extended by the Chinese masters to the shipwrecked stranger chance threw in their way. They not only rescued and fed him, but they gave him of their best, attended to his needs with sympathetic care, and when they had safely landed him the honest junkmaster at parting pressed upon his acceptance 400 cash for his necessities. It was only forty cents, reader, but the sum was a large one to these simple people, who handle little money, and the modest offering was accompanied by regrets that the donor had no more to give. Measured by money value the gift was small, perhaps; regarded as the outcome of a fine compassion for the distressed—that touch of nature that makes the whole world kin—it was a noble and unselfish act—one that tends to raise our faith in human nature and the common brotherhood of man. Indeed, it is in contemplation of the conduct of the Chinese junk-people, of the Chinaman Mr. Kee, and of the Hainan mandarins that we discover the bright side to this lamentable disaster. It is pleasant to hear of stranded foreigners meeting with kindly and even generous treatment in an island which some years ago had a reputation for the inhospitable and cruel reception accorded to mariners who were an unfortunate cast upon its coasts. Inter-course with foreigners has evidently done something to dissipate the violent hostility entertained in former times against the foreigner in Hainan. While it is most satisfactory to be able to record our high appreciation of the conduct of these people, it is with regret we have to comment adversely on the behaviour of the Malay members of the crew of the *Lorne*. All these men were saved, and in preserving their precious skins they took full heed of the dangers to which others were exposed, and it is to be feared they cared little about leaving the captain and officers to perish on the wreck. The Chinese passengers who crowded into the boats had the excuse which terror and ignorance of the sea gives, and the fact that they owed no particular obedience to the captain and officers. The Malays had no such excuse, and moreover they behaved in direct disobedience of orders both afloat and ashore, endangering the safety and comfort of their party out of pure selfishness. Cowards and the advocates of self-preservation are not peculiar to any race or nation, but, wherever and whenever displayed to the detriment and at the expense of others, they must be severely and毫不容情地 condemned. In like manner the opposite qualities call for warning and divided expressions of approval, especially when developed by a race exulting with callous indifference to suffering and a general want of sympathy with affliction.

THE NECESSITY FOR FIRE INQUIRIES IN HONGKONG.

The inquest relative to the deaths of the four persons who lost their lives at the fire at *Whitelley's*, which had been adjourned to allow of efforts being made to secure evidence as to the origin of the fire, has resulted in a verdict to the effect that "although there was not sufficient evidence to show how the fire originated, yet the jury were of opinion that it was the work of an incendiary or incendiaries." To this verdict they appended the following rider:—"First, that the present state of the law, in regard to fires is most unsatisfactory, inasmuch as it would have allowed the fire at Mr. Whitelley's premises to have passed without any official inquiry but for the deaths resulting therefrom. Secondly, that provision should be made by law for an official inquiry into the origin and circumstances of all fires. Thirdly, that such an inquiry would tend to diminish the frequency of fires, by making felony more easy of detection and by bringing public notice, if not punishment, on persons responsible for fires arising from carelessness or want of precaution. Fourthly, that the information and statistics which would result from fire inquiries would expose faulty and inferior work and thus lead

to improvements in building constructions. Fifthly, that the serious danger which may result from unscientific constructions where iron-work is largely used calls for immediate attention with a view to such an amendment in the Building Act as will secure the requisite supervision." A strong opinion has grown up in this Colony in favour of fire inquiries, and we trust the Government will no longer delay the introduction of the necessary legislation. The reasons in favour of such inquiries are explicitly set forth in the rider to the verdict given above, and have been repeatedly urged. Although the inquiry at *Whitelley's* did not bring to light the origin of the fire, it incidentally illustrated the advantages that would attend fire inquiries. The details of the victims were caused by the fall of a wall, and scientific evidence was called as to the construction of the building. The opinion of two witnesses was that the expansion of the iron girders caused considerable thrust upon the walls, and the ends of the girders were not absolutely free, the expansion must have tended to push the walls over. Three other witnesses disagreed from this opinion, and ascribed the fall of the walls to the weakening of the brickwork by the action of the fire, while Captain Shaw had in his experience found that both the expansion and construction had to do with the question of the falling of the walls very materially. One of the reasons urged by the jury why fire inquiries should be held was that they would bring to light faults in principle of construction, and lead to their improvement. This reason appears to have been accepted by the Ceylon Legislative Council to which we have referred, and in the last received papers, although it was held in October. The Bill was read a first time unopposed, and would presumably come on for second reading at the following meeting. The report of the latter has not yet reached us, but as it appears that the unscientific members had on previous occasions opposed the annual Bills, it is hardly likely that they would allow the present one to pass without some discussion, especially if they have been placed in possession of the views entertained in Hongkong. If the legislatures of the various colonies take similar action to that taken here, and refuse to pass the Bill except for a limited term and that only under protest, the home Government may be induced to see the matter in the same light, but it is evident there has been no change in their policy as yet, for they must have had ample time after receiving communications from Hongkong to countermand the orders as to the introduction of the Ceylon Bill in the form in which it has been presented.

Government have determined to continue the privilege to the steamers in question during the currency of the Convention, and this Ordinance is accordingly introduced to give effect in Ceylon to that decision." Under these circumstances, he put it to the hon. members who had on previous occasions opposed the concession whether they might not now, fairly and properly, be expected to acquiesce in the present Ordinance. The point raised in Hongkong, it will be observed, is entirely ignored by the hon. gentleman, probably because it had never occurred to him or been brought to his notice. That point was that the granting of the status of men-of-war to foreign mail steamers gives them an advantage over other steamers, including British steamers, competing with them on the same lines in the carriage of cargo and passengers. In these days of keen competition no one can afford to see a rival score an unfair advantage, and the status of men-of-war conferred on foreign mail steamers carries with it, inured, a certain prestige which has a material value. Beyond the only effect of the status, under the limitation mentioned by the Secretary of State, seems to be that it allows of the conveyance of prisoners on these vessels without bringing them under British law when they enter a British port. This is urged, could be effected by an Ordinance specially directed to this point without conferring a special status on the vessels of particular lines, and the point is one the Hongkong Chamber have thought worth agitating. The report of the meeting of the Ceylon Legislative Council to which we have referred appears only in the last received papers, although it was held in October. The Bill was read a first time unopposed, and would presumably come on for second reading at the following meeting. The report of the latter has not yet reached us, but as it appears that the unscientific members had on previous occasions opposed the annual Bills, it is hardly likely that they would allow the present one to pass without some discussion, especially if they have been placed in possession of the views entertained in Hongkong. If the legislatures of the various colonies take similar action to that taken here, and refuse to pass the Bill except for a limited term and that only under protest, the home Government may be induced to see the matter in the same light, but it is evident there has been no change in their policy as yet, for they must have had ample time after receiving communications from Hongkong to countermand the orders as to the introduction of the Ceylon Bill in the form in which it has been presented.

A FOREIGN CRITIC ASTRAY.

Certain mischievous writers in the Continental Press are in the habit of attempting to make capital by stirring up national prejudices in cases of commercial rivalry. French journals not infrequently dwell on the hostility of the English to Gallic enterprise, notwithstanding the fact that in all British ports French ships are entitled to exactly the same privileges as English ships, while in certain French ports, as in Cochinchina, differential duties are imposed. From the French Press we are accustomed to this sort of thing, but hitherto we have not seen so much of it in the German Press. We have before us, however, a case of the kind. A correspondent of the German commercial journal *Export*, writing from Shanghai, says:

"The passenger traffic in German steamers between the ports of South China and the Settlements has increased in a satisfactory manner. That this is the case is evident from the British statistics. But the attitude on the German marine behalf of this in the English Press and even in official publications are incomprehensible. For instance, the British Consul in Amoy, in a recent despatch dated March 22, writes:—'I must also mention that recently a constantly increasing number of German steamers have taken passengers from here to Singapore. Thus far the number of German vessels in the Far East is not known, but the number of English vessels is also increasing.' At the same time, it affords a new incentive to unceasing care and energy. The Consular report already referred to casts some doubt on the accuracy of our past statement, as a certain recognition of our past errors is shown. In 1880 the German *Export* is the only rival we have to fear.'

This is calculated to boomer a very false impression. No hostility has been shown to the German vessels; all that was asked for was that they should not be accorded advantages over British vessels. The reason that German vessels were at one time chartered at higher rates than British was that they were allowed to carry more passengers. The statement that 'It will be difficult to persuade any one that the inspectors appointed by the British Government in the colonies in the Far East do not examine German vessels as thoroughly as they do the British,' is absurd in face of the fact that the inspection, as regards the number of passengers carried, was for a time conducted on an entirely different basis from that applied to British vessels; while as regards the provisions, &c., there is no inspection of a vessel under a foreign flag leaving a Chinese port for a British colony, say Amoy or Singapore, so that it is very possible her arrangements may not be on the same scale. The requirements of the law in regard to the outfit of Chinese emigrant ships are considered, in these days of rapid voyages, too exacting in some cases. It will be in the recollection of our readers that a short time ago the Hongkong Chamber of Commerce made representations to the Government as to the unnecessary amount of provisions, &c., steamers leaving for Australia with Chinese passengers was required to carry. A German steamer leaving Hongkong would be subject to the same regulation, but if her port of departure was in China she would be exempt from them, and as she would not be likely to carry more supplies than were reasonably sufficient, she might be described by a Consul in his report as being worse found, meaning 'less extravagantly found,' and as costing less to keep German vessels carrying passengers are subject to special regulations enforced through their Consuls, but those regulations we believe are in several respects more liberal towards the ship than the British regulations. Certainly they are not more stringent. The writer of the *Export* must have known that in his remarks he was conveying a totally false impression. A fair field and no favour is the motto which is acted upon in Hongkong and Singapore, the two ports to which

his remarks apply, and the only deviation from it has been in giving the foreigner advantages over the British subject. It is merely a commercial matter it is impossible to India; a single point in which the foreigner is at an disadvantage as compared with any Englishman, while in political matters some foreigners enjoy a privilege conceded by all Englishmen but accorded to only a few. We refer to the exercise of the franchise. There are a number of foreign members of the Chamber of Commerce who enjoy the right of voting for a member of the Legislative Council, while many British citizens, with in some cases much larger vested interests in the Colony are excluded from the exercise of that privilege.

MORE ABOUT BI-METALLISM.

Public opinion in England appears to be steadily coming round to the bi-metallic view, although pending the report of the Currency Commission, less is heard of the agitation at present than some little there is. We note, however, that "The Current Law and their Bearing on Agriculture" formed the principal subject of discussion at the opening meeting of the winter session of the Central Chamber of Agriculture. The resolution proposed was "That the collapse of prices which has brought such disaster upon our agriculture is largely due to the new policy of refusing free coinage and issue of silver money; this chamber, therefore, urges the Government to join with France and the United States, according to their request, in restoring the free coinage and use of the dollar." I am told that the second officer reported the blazes dry. Very shortly after this the second officer called all hands to witness the engine room or stoke hole. The chief engineer was at the helm of the ship, and the ship came to a standstill. I had my watch and the compass, and the second officer was ordered to take charge of them. I went below and relieved the second engineer. About five minutes later the ship's engineer came to me and said they could not get bottom. The captain asked if he was making any water in the engine room or stoke hole. The chief engineer reported the bilges dry. Very shortly after this the second officer called all hands to witness the engine room or stoke hole. The chief engineer was at the helm of the ship, and the ship came to a standstill. I had my watch and the compass, and the second officer was ordered to take charge of them. I went below and relieved the second engineer. About five minutes later the ship's engineer came to me and said they could not get bottom. The captain asked if he was making any water in the engine room or stoke hole. The chief engineer reported the bilges dry. 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MAIL SUPPLEMENT TO THE "HONGKONG DAILY PRESS," DECEMBER 20.

between *Lark* and *Shamrock*, the result hanging in the balance till close to the winning post, when Thompson's boat, the *Shamrock*, spurted ahead winning by about three-quarters of a length. Time, 8 min.

BELLIS CUP, presented by E. R. Bellis, Esq., for Junior four-oars; distance, one mile; entrance, \$10; first, \$10.

Station No. 1—Black, Blue, and White Hoops. Bow, H. W. White 1st. 4 lbs. No. 2. A. Duer 10st. 10 lbs. No. 3. C. U. Legge 10st. 13 lbs. Stroke, F. H. Shepherd 9st. 9 lbs. Cox, G. A. Caldwell 9st. 7 lbs.

"Kornblume"—Second.

Station No. 4—Red Stripes. Bow, C. H. Anderson 9st. 6 lbs. No. 2. F. Robinson 10st. 7 lbs. No. 3. E. H. Malley 10st. 4 lbs. Stroke, W. Bradwood 9st. 9 lbs. Cox, W. Stophani 9st. 13 lbs.

"Victoriat"—Third.

Station No. 2—White, Blue Fins, and Blue Cross on left Breast. Bow, F. W. White 9st. Sbs. No. 2. E. W. Withers 10st. 5 lbs. No. 3. J. M. Loring 10st. 5 lbs. Stroke, C. M. W. Kow 9st. Sbs. Cox, 9st. 5 lbs.

"Thistle"—Fourth.

Station No. 3—. Bow, H. Skitt 1st. 7 lbs. No. 2. A. C. More 9st. 3 lbs. No. 3. E. H. Malley 10st. 4 lbs. Stroke, R. H. Haydar 10st. 12 lbs. Cox, G. C. Haydar 9st. 12 lbs.

Kathleen, a boat immediately on starting gradually increased the distance until it was leading by about five lengths. The other three boats then came up. Shepherd, who had been sparing his crew, now began to put the pace on and out-distancing the other crew came on level terms with Melby's. For some unexplainable reason the crew of the *Victoriat* were not up to the mark and the chips bounded away for the mark boat off Cow-e-chow, which was rounded by the

Ariad. The *Naoim* was again given, and for a minute a good race was on for the mark boat, which the *Kathleen* took with a lead of 10 ft.

There was little or no wind to feed the hungry sails, which were set in full array, and the boats drifted a distance of only a few hundred yards. When abreast the Harbour Office "general call" was noticed aboard all ships. For the erratic nature of the wind necessitated a call.

This arrangement did not last long, for the *Arribal* and *Artillery's Eastern Pride* and *Brigadier* were going about equal for third place.

This order was maintained for a short distance, when *Hard Lines*, *Eastern Pride*, and *Brigadier* had put daylight before half past *Hard Lines*. This was soon grammatically won with *Hard Lines* sailing and racing in good style quickly left her stern. A fine race for first prize then took place between *Engineer* and *Lancashire Lad*, the latter boat eventually winning by about half a length. Time 7 min. 55 sec.

NI DEPENDANT CUP, presented by E. N. McFie, Esq., to all juniors and those of the seniors who have never won a race in a Regatta; distance, one mile; entrance, \$10.

Station No. 1—Black, Blue and Red Stripes.

Bow, G. C. Master 10st. 6 lbs. Stroke, H. F. Shepherd 9st. 11 lbs. Cox, M. Fredericks 7st. 11 lbs.

"Maud"—Second.

Station No. 1—Light-blue and White.

Bow, H. Stewart-Lockhart 10st. 7 lbs. Stroke, E. Friedrichs 10st. 7 lbs. Cox, W. Stophani 9st. 13 lbs.

"Eileen"—First.

Station No. 2—Black and Red Stripes.

Bow, E. B. Shepherd 10st. 11 lbs. Stroke, H. F. Shepherd 9st. 10 lbs. Cox, M. Fredericks 7st. 11 lbs.

"Maud"—Second.

Station No. 1—Yellow and Black.

Bow, E. B. Shepherd 10st. 11 lbs. Stroke, H. F. Shepherd 9st. 10 lbs. Cox, W. Stophani 9st. 13 lbs.

"Kathleen"—First.

Station No. 2—White, Blue and Red Stripes.

Bow, E. B. Shepherd 10st. 11 lbs. Stroke, H. F. Shepherd 9st. 10 lbs. Cox, M. Fredericks 7st. 11 lbs.

"Maud"—Second.

Station No. 1—Light-blue and White.

Bow, H. Stewart-Lockhart 10st. 7 lbs. Stroke, E. Friedrichs 10st. 7 lbs. Cox, W. Stophani 9st. 13 lbs.

"Kathleen"—First.

Station No. 2—Black, Blue and Red Stripes.

Bow, E. B. Shepherd 10st. 11 lbs. Stroke, H. F. Shepherd 9st. 10 lbs. Cox, M. Fredericks 7st. 11 lbs.

"Maud"—Second.

Station No. 1—Yellow and Black.

Bow, E. B. Shepherd 10st. 11 lbs. Stroke, H. F. Shepherd 9st. 10 lbs. Cox, M. Fredericks 7st. 11 lbs.

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